App. F. IX-4

1927-28

File No. 68/27

Previous References
CB 68-1-67
CB 68-28-42

Serial Nos. ~~Nos~~ 11

Later References
CB 198-36-7, 8, 11, 14, 15
CB 73-39-42

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11
Serial Nos. ~~Nos~~

Part B for Feb. 1929

SUBJECT

Question of revising the Govt. Order, fixing the rates of passages in the case of the European Professors of the Mysore University.

CB-2799

App. F. III—2]

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Question of revising the Government Order No.4561-2/C.B.68-27-6 dated the 18th February 1928, fixing the rates of passages in the case of the European Professors of the Mysore University.

In the above order it has been directed that the actual cost incurred for the passages not exceeding the P. & O. fares of the I Class 'B grade' be given and allowed to be drawn in advance. It is also stipulated that the officers while taking advantage of the passages should avail themselves of such other concessions as return tickets or special fares, for the season, wherever possible.

The P.& O. Company fare for a return first class passage to England is £149 whereas the British Indian Navigation Company fare is only £109. There is a material difference of £40 between the two rates.

The Comptroller has reported that Messrs. F.R.Sell and McAlpine arranged their passage through the British Indian Navigation Company and claimed £109 for a first class return passage while Mr.MacKintosh has booked the passage through the P.& O. and claimed £149. The claim of Mr. MacKintosh is however allowable under the Government order of the 18th February 1928 and it has accordingly been passed.

In view

NOTE—Contn. Sheet.

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In view of the large difference in the fares of these two companies it is for consideration whether the Government Order of the 18th February may not be revised fixing the lower fare as the standard.

Dy Secy.
28/1/25

It is obvious from the tenor of the G.O. that this concession was sanctioned in the expectation that the Officers, for their part, would do all in their power to reduce the cost to Govt. Though the maximum fixed was the P T O fare, 1st class B rate, only "the actual cost incurred for the passage" was to be given. I take this to mean that the Officer was expected to secure all possible economies — and it would not be securing all possible economies if, when a 1st class passage by two services one of which cost appreciably less than the other, the more expensive one was chosen. (there was the option of

In Northern British India, it would seem that any saving that accrues results, accrues to the benefit of the Officer as for meeting expenses on fares in subsequent journeys; but even there, unutilised savings lapse to Govt. Govt here adopted a rule

NOTE—Contn. Sheet.

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a simpler rule.

I think it shd be made clear that when there is an option at all, the least expensive steamer passage shd be availed of. In this case, if a more expensive one is taken, it wd be incumbent on the officer to explain why this was necessary.

28/12/29

3d Member (through Secy)

8.2.29

R 25.2.29

8389/9/2

I don't think it is fair to expect that officers travel with less than comfort than is provided in the P.D Rules. If for reasons they actually travel in a less expensive class steamer, the benefit automatically passes to them under the present rule.

11/2/29

18/2/29

Please send to DW. R. 18/2.

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